



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

which most readers will declare much the more valuable of the two. The discussions of the political parties and their auxiliary organizations, the elections, the church, the educational system and municipal trading take us into the real English life in a way that no author before has succeeded in doing. Important changes in the labor movement—it may be noted—have already made Mr. Lowell's discussion of that subject no longer applicable to present conditions. This is a difficulty present to all writers who deal with a science, the subject of which is man.

The last thirteen chapters discuss broad phases of English civilization not strictly confined to England itself. The English legal system is discussed and contrasted with European systems, especially with reference to the relations of people and officials under the European systems of administrative law. A brief review of the parts composing the British Empire follows with especial emphasis on the relation of the various colonies to the home government. Imperial federation the author treats at length. It is an admirable ideal, but one which practical difficulties will prevent from assuming more than a sentimental importance. The closing chapters are an estimate of the chief characteristics and contrasts in present day English life. The chief theses are that class rule persists in England because it justifies itself by efficiency. Position in England commands respect from the masses, and the responsibilities of position induce honesty and thoroughness. The influence of private interests in the government is minimized by the cabinet system, which concentrates attention in public issues and by the machinery in parliament which lessens the temptation to log-rolling. Recent developments are accentuating the growth away from the *laissez faire* policy. Paternalistic legislation in favor of certain classes is increasing. It is prompted by a growth of humanitarian spirit—which often here as elsewhere, has resulted in the attacking of symptoms rather than the real trouble. The hold of the present form of government upon English society is secure. It is an efficient government by a small upper class, who hold power by the votes of an electorate formed chiefly of workingmen.

Professor Lowell's book takes first rank among books on English government. It will become the standard reference in its field.

CHESTER LLOYD JONES.

University of Pennsylvania.

Phillips, U. B. *History of Transportation in the Eastern Cotton Belt to 1860.*

Pp. xx, 405. Price, \$2.75. New York: Columbia University Press, 1908.

The author of this detailed and excellent work on southern transportation, having been a native of the Eastern Cotton Belt, has drawn upon his personal knowledge of the agricultural and geographical conditions which his subject involves, and has been in a position to gather much local information. He deals primarily with transportation in the Eastern Cotton Belt, which extends from the southern edge of Virginia to central Alabama, and the work confines itself mainly to the upland cotton areas of the Piedmont plateau. The

sea-island cotton of the Coastal Plain could be easily carried upon the rivers or overland to nearby ports; and the upland cotton of the Western Cotton Belt was served by navigable streams draining into the gulf. But the Piedmont region is one of hills and streams which are turbulent until they cross the Fall Line. The upland cotton of this region flourished, but the problem was how to get it to the eastern ports.

Dr. Phillips first gives a brief account of the early attempts at road improvement, and of the building of canals, such as the James River and Kanawha, Dismal Swamp and Santee canals. Competition between markets and productive areas necessitated new means of transportation. The Atlantic coast cotton ports competed with each other and with the gulf ports; the Western competed with the Eastern Cotton Belt. "The Carolina planters began to cry out for cheaper access to market."

Then, says Dr. Phillips, began the construction of cotton railroads. From Charleston a railway was built to Atlanta, and Savannah soon after extended the Central of Georgia to Macon. A series of roads were soon extended westward from the large Atlantic ports, and northward from the gulf ports into the cotton fields; connection was made with the north and west; and a group of roads parallel to the Atlantic coast were constructed. A detailed account of each of the large railroads of the Eastern Cotton Belt built prior to the Civil War, and a more general description of the early roads in other parts of the south are given. His summary shows the difference between the early railways of the south and those of the north:—"Transportation is not an end in itself, but, when rightly used, is a means to the end of increasing wealth, developing resources, and strengthening society. And in the south these greater purposes were not accomplished. The building of railroads led to little else but the extension and the intensifying of the plantation system and increase of the staple output. Specialization and commerce were extended, when just the opposite development, toward diversification of products and economic self-sufficiency, was the real need.

G. G. HUEBNER.

University of Pennsylvania.

Pierce, Franklin. *Federal Usurpation.* Pp. xx, 407. Price, \$1.50. New York: D. Appleton & Co., 1908.

The author's thesis is: "The Constitution must be amended." His whole effort is expended in marshalling an array of facts intended to show how far the federal government has departed from the supposed constitutional ideal of conservation of powers in the several states. Beginning with a vivid description of what he chooses to call usurpation in the Civil War and Reconstruction Period, the author gathers a formidable collection of words and acts of President Roosevelt which he declares tend to menace the independence of both the Supreme Court and Congress. He gives instances wherein the President is said to have superseded statutes, treaties, and constitutional safeguards by executive orders, and points out certain